

MORRIS'S DIRECTORY for CHINA, JAPAN and THE PHILIPPINES, &c., 1869.

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THE CHINA MAIL.

HONGKONG, THURSDAY, FEB. 18, 1869.

LOCAL.

A CORRESPONDENT writes to the Melbourne Argus to say that the arrival of the ship *Queen of the Sea* makes him anxious about a ship called the *Spirit of the Sea*, these ships having sailed from Melbourne on the same day. On board of the latter was Mr Davis, who had been for some time a Chinese missionary in Victoria. Perhaps some of our readers or mercantile readers may be able to relieve the fears of the correspondent as to the ship in which he is interested.

MR. BURLINGAME AND HIS PROGRESSIVE CHINESE FRIENDS.

The following memorandum of a conversation between Mr. Burlingame and the members of the T'ung-li Huan (in Oct. 1867) will (says the *N. O. Herald*) be read with interest.

The occasion was the presentation, by order of the Department of State, of a portrait of Washington to Sen-ki-yu, a member of the council, in recognition of an eloquent tribute which he has paid, in a published work, to the character of Washington and the institutions of America. On account of the liberal sentiments expressed in that work he was dismissed from office in the former reign, and retiring from the high post of provincial governor, spent nearly eighteen years in comparative obscurity. Recalled to the public service and made a member of the council for foreign affairs, he has lately received the additional honor of being appointed to the presidency of a new college which has been established by imperial order for the express object of cultivating the languages and sciences of the west—a sufficient proof that the liberal views of which he has been such a distinguished advocate are regarded with favor by the more enlightened policy of the present administration.

The presentation of the portrait was accompanied by a complimentary address from Mr. Burlingame, a written translation of which was placed in the hands of the old minister. After the reading of the address a conversation took place, an outline of which is here furnished from memory.

Mr. Burlingame. The presentation of this picture indicates a commerce of thought. We have borrowed many useful ideas from you. Some of our arts were originally derived from China, and, perhaps, we may have some things to offer in exchange, industrial, physical, sciences, and religious truth.

Wong-sung. Our maxim is, in everything, to inquire for the best method and to adopt it for our own, no matter where it may originate.

Mr. Burlingame. The institutions of our country present many points of resemblance to your own; e.g., the elective principle which prevails with us is quite analogous to your practice of admitting all honest citizens to the privilege of a fair competition for the honors and emoluments of office.

Wong-sung. With you that excellent system descends from Washington, who refused to transmit to his successors a legacy of hereditary power, but preferred to leave it in the hands of the people.

Mr. Burlingame. Like your ancient sovereigns, Washington honored agriculture by himself holding the plough, and, like them, he inculcated the doctrine that rulers should employ moral influence in preference to physical force.

Tung. That is the surest way to consolidate the love and respect of other nations, for our sacred books lay down the principle that "those who respect others will be respected, and those who love others will be loved."

Mr. Burlingame. Washington cautioned his countrymen against unjust encroachments on other nations, or violent interference with their policy. In conformity with his teachings we systematically abstain from foreign wars.

Wong-sung. Is all interference so far out of the question that you cannot even lend a helping hand to your friends when they are in need?

Mr. Burlingame. We can and do afford them our moral support, as we have recently done in the case of Mexico, relieving the people of that country from the yoke of a foreign oppressor and leaving them free to choose their own rulers.

To this the Chinese ministers all replied by expressing their gratification at the manner in which we had enforced a policy of non-interference, and Tung went on to formally Mr. Burlingame that America has recently accepted the position of a mediator in the difficulties of China.

Mr. Burlingame. Not only shall we ever be ready to give you our countenance and support in cases where you suffer wrong, but other great powers will do so likewise if you frankly lay your grievances before their representatives, and through them before the eyes of the world. Instances are not wanting to show how promptly you may obtain redress by this method (alluding to the result of a charge of abuses by France, last year, who had insulted and bullied the Chinese government in the matter of Corea). Our government, proposed Mr. Burlingame, instead of adopting a violent course in connection with that unhappy affair, has such confidence in the justice and good will of China, that I am instructed to say that we shall solicit your

good offices in re-establishing friendly relations with the Koreans.

This was received with evident satisfaction—but elicited no remark from the cautious mandarins; and Mr. Burlingame proceeded to inform them that our Senate had instructed him to exert all his influence for the suppression of the traffic in opium.

Tung. The Spanish minister, on the contrary, is urging us to alter our existing regulations, and remove all restrictions which lie in the way of that traffic.

Mr. Burlingame. Against Mr. De Mas I have nothing to say; but the whole opium system is vicious. The most objectionable point, and that which allies it most closely with the slave-trade, being the fact that men make a contract in one country, by which their bodies are placed at the disposal of persons in another country, where no protection can be extended by the authorities of their native land.

Tung. When the Spanish minister objected that a term of five years is too short, and wished to stipulate for an extension of the time, we replied that we could listen to no proposals on that subject; that it rests wholly with ourselves to regulate the emigration of our own people, and that he should consider whether, if we wished to hire Spanish subjects for laborers, Spain would feel pleased to have her own emigration laws set aside and new ones dictated by us.

Mr. Burlingame. The best substitute for such a traffic is the encouragement of free emigration, such as that which is flowing towards the shores of America. The Chinese who go there are at liberty to retain in permanence, and enjoy the rights of citizenship. But, in fact, most of them return to their fatherland, not a few laden with the gold of California. Every steamer of the new line carries out several hundreds, and brings back nearly as many.

Tung, spoke of it as an interesting fact that the new work places America on the east, and they all express interest in learning that the Pacific line is already a commercial success.

Mr. Burlingame. The success of that line, by throwing commerce into a new channel, promises to remedy another evil. At present you take opium in payment for your goods and silk, but as specie comes in from California, the amount of the drug imported from abroad will be reduced.

Tung. Anything would be desirable that might check the trade in opium.

A remark in reference to the new college here led Mr. Burlingame to speak of Mr. Hart, Inspector General of maritime customs, who has taken a leading part in its organization. He warned the mandarins not to allow their confidence in Mr. Hart to be shaken by the misrepresentations of interested parties.

Wong-sung. Such parties are actuated by malice and envy; the rats are at once not over-friendly to the cat; but we are not inclined to listen to them.

Mr. Burlingame. Though Mr. Hart is not a countryman of mine, I assure you that he is thoroughly honest, and a man of rare ability—one whom it would be difficult, if not impossible, for you to replace.

Wong-sung. Mr. Hart was originally recommended by your excellency, and if he were removed we should look to you to nominate a successor. But we know the value of Mr. Hart too thoroughly to think of superseding him. Fidelity always makes enemies.

A LOCOMOTIVE DUEL.

(From the City of Mexico *Tratado Union*.)

The scene takes place in Tennessee. Two contractors of public works, Mr. Clark, an Englishman, and Mr. Wood, an American, had crossed each other in a question of interest, that resulted in a furious rivalry, which soon changed in a strong hatred.

Twice the antagonists had met upon the ground, or, more properly speaking, once upon the ground and once in the wood, for the second duel was with rifles—a man hunt—a reciprocal hunt of the game and the hunter.

The first time it was Mr. Clark who got wounded. He got well. The second time it was Mr. Wood; his rival, having feigned being struck by the ball, lay as dead; Mr. Wood approached to see if he had killed his adversary, or if he had only wounded him. At that moment Mr. Clark sprang up and fired. Mr. Wood fell, bathed in his own blood, but the ball had made the right side of his ribs. He remained one month in bed; after which he got up, more anxious than ever to renew the struggle.

After several propositions, some more frightful than the others, the following was agreed upon:

The duel to be deferred for six months, during which time rails were to be laid on a vacant piece of ground extending along the edge of a forest, over a space of about a mile, but only one track. The rails being laid, the fight was to be with locomotives.

Here are the conditions of this terrible duel: The two opponents, each mounted on its locomotive, heated to suit himself, to place himself, one at each end of the line. A rifle shot to be fired from the top of a small hill that could be seen at both ends; it might be possible that the report would not be heard, but the small cloud of smoke could be seen. The first shot to be the signal for the combatants to make ready.

A second rifle shot, a second cloud of smoke, would be the signal for the march.

The two combatants are at their posts, behind the locomotives, their hands on the throttle valves, their eyes fixed on the hill, looking for the signal to appear. The first shot is fired. A thin, white smoke rises in the air. Five minutes pass—five minutes. A second cloud of smoke crowns the hill. The two locomotives commence to shake; their motion, a little slow at first, acquires in a few seconds, an extraordinary speed, electrical, vertiginous. The movement of Mr. Wood appears more rapid than that of his antagonist. Effectively, he has passed the post that indicates the half of the way. But some fifteen yards further on the two monsters meet; they strike; the shock is terrifying.

The locomotive of Mr. Wood is thrown over on its conductor, whom it crushes, burns, drags and lacerates. The other, that of Mr. Clark, buried in front, lets escape a cloud of steam, and still runs for a few yards, moved by the force of impulsion. But the conductor has disappeared. The shock has thrown him far from the road, on the edge of the wood, where he was found insensibly, bruised; his face burned by a jet of steam, and a leg broken. The doctor pronounced his wounds not mortal, and that Clark would get over it.

As to his adversary, a shapeless and unknown mass was withdrawn from under the locomotive; a bloody cloud of hideous remains. Honor was satisfied.

YACHTING.

(From the *New York Herald* of Dec. 10.)
THE CHALLENGE OF THE "CAMBRIA" ACCEPTED.

The challenge of Mr. James Ashbury, of the English yacht *Cambria*, to the New York Yacht Club, proposing a race for the possession of the Queen's Cup, won by the *Cambria* in 1851, will lead to an interesting epoch in the history of yachting.

The contest will be an international one between England and the United States, as the *Cambria* comes to wrest from our long lashed prize which they have so long retained without dispute. It will be, in fact, the return match of a great game at yachting between the two countries.

Looking to the contingency of a victory, the part of the *Cambria*, her success would leave them at quito, so that the question of superiority and the possession of the cup would have to be settled by a grand home-and-home match race, rivaling in interest anything that has as yet transpired in yachting, and arresting the attention of the whole maritime world.

The *Sappho* is naturally anxious again to spread sails with her English adversary, especially as her failure in the Royal Yacht Club was the result of an accident. The *Phantom* has also entered the lists, and doubtless their respective will be extensively imitated throughout the season.

The Queen's Cup, under the terms of its donation to the New York Yacht Club, is open to be won by any regular club of any nation. The race might, therefore, be made wholly international by inviting the yachtsmen of France and all who choose to come to compete for it. This would afford a fine opportunity of testing the yachting powers of the various maritime countries.

The owner of the *Dauntless*, in leaving the challenge of Mr. Ashbury to be accepted by his fellow-members of the New York Yacht Club, proposes a subsequent race between the *Cambria* and the *Dauntless* on an ocean course of not less than 5,000 miles. The following correspondence has transpired on the subject of both challenges:

"New York, Dec. 7, 1868.
"Dear Sir,—You have undoubtedly before this date received a communication from the secretary of the New York Yacht Club acknowledging the receipt of your letter of the 3rd of October, and informing you of the conditions under which alone the cup won by the schooner yacht *America* in August, 1851, was placed by its owners in charge of this association. A letter from Mr. James G. Bennett, Jun., of the schooner yacht *Dauntless*, suggested by your gallant proposition, has probably also reached you. In congratulating you most heartily on the success of the *Cambria* in your race with the *Sappho*, I take the opportunity of assuring you that should you visit our shores in the fall of 1869 all the privileges of the New York Yacht Club will be cordially placed at your disposal, as well as every hospitality by its members calculated to render your stay agreeable. I shall be prepared to test the sailing qualities of my own vessel, the *Phantom*, against the *Cambria* for any race that may be arranged after your arrival; and I venture to add that other members of the club, owners of yachts which have won celebrity, will be most anxious to participate in any contest that may be inaugurated on that occasion.

"Assuring you of the pleasure it will give me to do all in my power to make a visit interesting and enjoyable, I have the honor to be your very obedient servant.
"HENRY G. STEBBINS, Commodore New York Yacht Club.
"To Mr. Ashbury, schooner yacht *Cambria*, Brighton."

"New York, Dec. 6, 1868.
"My dear Sir,—The Commodore of the New York Yacht Club, of which I am a member, has informed me of the challenge you have so gallantly extended to our American yachts in your commendable desire to carry back to England the Queen's Cup, which has remained in the United States ever since it was won by the *America*, 17 years ago. You are good enough to make several propositions. I should the more regret my inability to accept them if I did not feel assured there are other members of our club who will not suffer you to be disappointed in any of them. For myself I do not care to fit my vessel for contests in inland waters, but I accept your challenge for an ocean race. I contemplate visiting Europe with my yacht, the *Dauntless*, next May, and shall spend three or four months on your side of the Atlantic. It will give me great pleasure, therefore, to race you from Cowes to New York on the conditions you specify, sailing on the 1st of September, for a cup valued at \$250 as you propose, or for any amount you may elect. If this should not be agreeable I will race you on the same terms and for a like amount from Cowes to the Azores and back, or to any other place you may select, not less than three thousand miles at sea.

"Allow me to congratulate you on the recent victory of the *Cambria* over the *Sappho*. The defeat of the latter will not be regretted by any of our people if it is to prove instrumental in inducing English yachtsmen to visit American waters and to enter the lists against our tried and fast vessels.

"Assuring you of an equally hearty welcome from the New York Yacht Club, whether you come as victor or vanquished, believe me, my dear Sir, very truly yours,
"J. G. BENNETT, Jr.
"To James Ashbury, Esq., yacht *Cambria*, Brighton."

The terms under which the Queen's Cup, won by the *America*, is held open to international competition, are succinctly contained in the following letter:

"TO THE SECRETARY OF THE NEW YORK YACHT CLUB.
"New York, July 8, 1857.
"The undersigned, members of the New York Yacht Club, and late owners of the schooner yacht *America*, beg leave through you to present to the club the cup won by the *America* at the regatta of the Royal Yacht Squadron at Cowes, England, August 22, 1851.

"This cup was offered as a prize to be sailed for by yachts of all nations, without regard to difference of tonnage, going round the Isle of Wight (the usual course for the annual regatta of the Royal Yacht Squadron), and was won by the *America*, beating eight others, and seven schooner yachts which started in the race.

"The cup is offered to the New York Yacht Club, subject to the following conditions:—
"Any organized yacht club of any foreign country shall always be entitled, through any one or more of its members, to claim the right of sailing a yacht for this cup with any yacht or other vessel of not less than 30 nor more than 300 tons, measured by the Custom House rule of the country in which the vessel belongs.

"The parties desiring to sail for the cup may make any match with the yacht club in possession of the same that may be determined upon by mutual consent; but in case of disagreement as to terms, the match shall be sailed over the usual course for the annual regatta of the yacht club in possession of the cup and subject to its rules and sailing regulations—the challenging party being bound to give six months' notice in writing, fixing the day they wish to start. This notice to embrace the length, 'Custom House measurement, rig, and name of the vessel.

"It is to be distinctly understood that the cup is to be the property of the club, and not of the members thereof or owners of the vessel winning it in a match, and that the condition of keeping it open to be sailed for by yacht clubs of all foreign countries upon the terms above laid down shall forever attach to it, thus making it perpetually a challenge cup for friendly competition between foreign countries.

"On the motion of Mr. Grinnell it was Resolved,—That the New York Yacht Club accept the cup won by the *America*, and presented to them by the proprietors, upon the terms and conditions appointed by them.

"Resolved,—That the letter of Mr. Schuyler, with the enclosure, be entered on the minutes, and the secretary be requested to furnish to all foreign yacht clubs a copy of the conditions upon which this club holds the cup, and which permanently attach to it.

"J. C. STEVENS.
EDWIN A. STEVENS.
HAMILTON WILKES.
J. BEERMAN FINLEY.
GEORGE L. SOUTHER.
"N. Bloodgood, Secretary."

EARTHQUAKES IN SOUTH AMERICA.

The effects of the earthquakes which have ravaged Peru and Ecuador during the last two centuries have been terrible. In the earthquake of the 4th February, 1797, every town and village within a district of 120 miles long and sixty broad was levelled to the ground. Enormous masses were flung from the tops of neighbouring mountains, burying whole villages beneath their ruin.

The flourishing town of Riobamba was among these which were destroyed by this earthquake. The manner in which the ground was shaken was very remarkable. An upward or explosive shock was first experienced, and so violent were its effects that the upper parts of solid buildings were flung high into the air, and hundreds of the inhabitants were projected upon the hill La Culla, several hundred feet high, and situated on the farther side of the River Lican, on which Riobamba is built. Then followed a horizontal movement, so rapidly effected first in one direction and then in the contrary that in many instances the furniture of one house was found afterwards beneath the ruins of another. This remarkable combination of movements produced some very singular effects in the country round Riobamba. Rows of trees which had been straight were twisted in the strangest manner, and ridges of grain were found to have assumed a new direction without having their parallelism affected.

Walls beyond the town were twisted without being flung to the ground. "In some cases," says Humboldt, "property was removed to great distances from its original place, that disputes arose amongst the survivors of the catastrophe, and the Audiencia, or court of justice, was for some time occupied in adjusting these difficulties."

A strange story is related respecting the great earthquake of 1847. It is said that all the inhabitants of Callao except one man lost their lives during this earthquake. This man was standing on the fort which overlooked the harbour, when he saw the sea retire to a great distance and then come sweeping back like a vast mountain of water. A cry of "Floods!" came from all parts of the town, "and then in a moment all was silent." Where the town had once flourished there was a wide expanse of sea. But the same great wave which destroyed the town swept towards him a small boat, into which he leaped, and so escaped. Many earlier convulsions in Peru and Ecuador have been recorded by Ulloa, Wafer, Acosta, and various other writers. And even before the conquest of Peru there must have been many catastrophes of this sort. The ancient inhabitants had a tradition according to Antonio de Herrera, "that many years before the reign of the Incas, at a time when the country was very populous, there happened a great flood; the sea, breaking out beyond its bounds, so that the land was covered with water and all the people perished. To this, the Guicas, inhabiting the vale of Xausa, and the natives of Chiquito, in the province of Callao, and that some persons remained in the hollows and caves of the highest mountains, who again peopled the land." Nearly all the great earthquakes of Peru and Ecuador have been accompanied by floodings of water to reduce to a great distance from the shore, and then as the earth returns to its original level, a great wave flows back along the whole shore, sweeping away thousands of the inhabitants. In the earthquake which visited Peru on the 20th of October, 1746, the ocean retired twice, "and then," says Lyell, "returned impetuously upon the land. Lima was destroyed, and part of the coast converted into a bay. Four other harbours, among which were Callao and Guanope, sharing the same fate."

THE SUZ CANAL.—An Egyptian correspondent assures the *Bombay Gazette* of the success of the Suez Canal, and predicts that its opening will throw an enormous trade into the harbours of Bombay and Kurrachee. One of the cleverest Captains who frequent the port of Alexandria, stated recently that, in the course of eighteen months, a Liverpool steamer could discharge her cargo and embark a fresh one at Bombay and be back again in the Mersey in the Canal within sixty days. It is now proposed to employ the dead oil of Petroleum as fuel, and to propel steamers by hydraulic pressure, in which case we must wait for more data before making rash conclusions regarding our future communications with Great Britain. Settling all these aside, however, we are still left in doubts as to the immediate development of trade the Canal is to bring about, the drought of water being too slight to admit of the passage of heavy freights. An Italian company is making arrangements to run a line of steamers between Bombay and Suez as soon as the Canal is ready for steamers. Lord Napier of Magdala has, it is said, expressed his intention of being present at the opening of the Canal in October next.

HONGKONG RACES, 1869.

THIRD DAY.
Thursday, 18th February, 1869.

Taking the wretched state of the weather into consideration the attendance at the Course was better than might have been expected, the stand being well filled; but this may possibly have been owing to the fact of the company being collected there in out of the rain, which came down a regular "soaker" just before the starting of the first race.

In spite of the miserable weather however everybody seemed determined to make the best of a bad thing, and perhaps this determination was the more philosophical seeing that once down at the Course there was nothing left for it but to "grin and bear it." Those who were really to be pitied were the riders of the horses in the several races, who came in to "weigh" in the most awful plight, plastered over with mud from head to foot, and it got to be quite a difficult matter to distinguish which was the front and which the back of the heads, as faces were scarcely discernible. The crowds outside the rails bore the unsatisfactory state of things with heroic fortitude and suffered the drippings from the countless blue cotton umbrellas of the sterner stouthearts, but the middle of the course being in many places several inches deep in water, it was almost deserted, the crowd wisely confining themselves to the comparatively dry places near the rails.

1.—SUBSCRIPTION CHALLENGE CUP.—presented, value 100 guineas, by the Chinese Ponies, the *bona fide* Property of Hongkong and Canton residents of not less than six months immediately previous to date of Entry. Weights as per Scale. Entrance \$5. To be won two years consecutively by a Pony or Ponies the *bona fide* Property of the same owner. Two miles. (Sixteen Entries.)

Coup de Grace, (Smith) 1
The Hermit, (Wood) 2
Connucoopia, (Meyer) 3

Connucoopia and Savraska also started. This race was rather a sell for the "knowing" ones, *Connucoopia* and *Savraska* being made strong favorites in the betting. *Connucoopia* dashed off in front and passing the stand the first time was a length or two ahead, *Coup de Grace* second, *Hermit* third, and the other two side by side. *Coup de Grace*, however, soon raced to the front and took a commanding lead, the two favorites lying behind, their jockeys carefully watching each other, the consequence of which was that when they "put it on" a little they found that *Coup de Grace* was too far off to be caught, and in spite of all their endeavors they were beaten badly. The *Hermit's* jockey, finding his stable companion not able to do it, pushed his pony in capital style and came up to the leading horse in "hand over fist," but he failed to reach him, and *Coup de Grace* won by a clear length. *Connucoopia* bolted out of the course at the corner the second time round, and before he could be whipped round was out of the race and was pulled up at the rack. *Savraska* passed the post last Time, 5m. 9s.

2.—THE LADIES' PURSE.—For all Ponies that have run at this Meeting to be handicapped by the Stewards. Maximum weight, 11st. 7lbs. Entrance Fees for Ponies accepting \$5. One mile.

Half Caste, 10st. 11lb. (Maitland) 1
Busy Bee, 11st. (Meyer) 2
High Sheriff, 10st. 11lb. (Morgan) 3

Liberator handicapped at 8st. 12lb. did not start. Many fanned the *Bee* for this, in spite of the heavy weight put on him, whilst those who doubted his ability to win under the circumstances put their trust in *High Sheriff*, but although the latter was first away and led past the stand he fell away at the hill, and passing the rack *Half Caste* and *Busy Bee* both caught him and passed him at the corner by the Villages. *Busy Bee* here put on a plucky spurt, but the weight was too much for him over the heavy ground, and *Half Caste* passed the post three lengths in front. *High Sheriff* about two lengths behind *Busy Bee*. Time, 2m. 16s.

The fortunate jockey received the coveted prize from the fair hands of Miss Debeux, and we presume it was accompanied by a graceful compliment to the successful rider, and Mr. Maitland doubtless made a suitable reply; but these are only matters of wild conjecture on our part, not being able to get within a hundred yards (more or less) of the interesting scene.

3.—THE FAKKI CUP.—Value \$400, presented by the American Community of Hongkong and Canton, for all Horses. Arabs, 9st.; American and Colonial, 10st.; English, 11st. 7lbs. Three Horses from opposing stables to start or no Race. Winners of the Challenge Cup either at Hongkong or Shanghai, 14 lbs. extra. Entrance One-mile and three-quarters. (Seven Entries.)

Havannah, (Walker) 1
Birmingham, (Smith) 2
Pathfinder, (Wood) 3

A capital race between *Havannah* and *Birmingham*, the two lying close together all the way round the first time, *Birmingham* inside next the rails, but passing the stand the first time *Havannah* was leading by about half a length. *Birmingham*, however, having the advantage of inside place, cut his opponent out slightly at the turn and passing the gate the pair were strictly level again; going up the hill to the rack the extra weight put on *Birmingham* (14 lbs. as winner of the challenge Cup last year) began to tell, and at the village the heavy ground did the rest—*Havannah* coming away and rounding into the straight a length in advance, and although *Smith* let *Birmingham* have the whip in earnest, *Havannah* had it all his own way, winning hard held, by two or three lengths. Time 3m. 40 sec. *Pathfinder* getting away badly did not persevere, and pulled up at the stand the first time round, but as he was only entered to make a race, three horses being necessary, it did not much signify where he was.

4.—THE COAST CUP.—Presented, value \$200, for all Ponies, Arab, Indian, and Australian excepted. To be handicapped by the Stewards at the Second Day's Races. Entrance \$10. From the Black Rock twice round and in. (Twenty-one Entries.)

Coup de Grace, 10st. 3lbs. (Smith) 1
Alarm, 9st. 8lbs. (Wood) 2
The Hermit, 9st. 4lbs. (Walker) 3

Alarm, *Kailoo*, *Saint Swiftn* and *Panic* also started. This was a very tight race, and the winner only scored a victory by a short head, the others being all well up at the finish. *The Hermit* and *Panic* got away first, but *Coup de Grace* soon took front place, and at the Village was a length

ahead of the others.—*Kailoo* bringing up the rear; the others in a string. *Coup de Grace* leading past the stand the first time. At the Black Rock *Coup de Grace* still held the lead, *Alarm* sticking to him very gamely, *Panic* on his quarter. Passing the stand the second time *Coup de Grace* was still in front, followed by *Alarm* and *Panic*, but all the ponies came close up together at the Rack, *Saint Swiftn* and *Panic* waiting on the leader, *Coup de Grace*, was however not to be had this time, and although *Alarm* pushed up through the rack and closed up rapidly *Coup de Grace* passed the post first by a short head, *The Hermit* third. Time 5m. 8s.

The riders presented the most woful appearance on their return, and the white ponies were white no longer; indeed it was difficult to make them out at all, scarcely any difference existing so far as color was concerned.

5.—THE HEBREW CUP.—Value \$250, presented by the Jewish Community, to be run for by not less than Four Horses. Three to be from opposing stables. Entrance \$10. Weights: English, 11st. 10lbs.; American and Colonial, 10st. 4lb.; Arab, 9st. One mile. (Eight Entries.)

Exeter, (Maitland) 1
This race was not exciting, and could not have been particularly gratifying to the Jewish Community, who, however, have nobody but themselves to thank, the conditions of the race carrying absurdity on the face of it. Four horses cannot always be got together to race in Hongkong, and accordingly when *Pathfinder*, *Havannah*, and *Mameluke* went to the post with *Exeter*, it was pretty generally understood that they only went for "look see," but the spectators were not quite prepared to see *Exeter* go away by himself, *Pathfinder* only putting in a feeble canon, whilst the others quietly walked back to their stables. *Pathfinder's* jockey was evidently "dumfounded," and could not have the evidence of his senses, and turned round in his saddle to see where the others were, but both flags being down, he was convinced of the validity of the start and pulled up, leaving *Exeter* to canter round and add the Hebrew Cup to his collection of trophies.

6.—THE HACK STAKES.—Presented, value \$125. Entrance \$5. Catch Weights. One-mile and a-half. Winner of Rooster's Plate excluded. (Four Entries.)

Caviare, (Morgan) 1
Iked Da, (Walker) 2

The above only started, and *Caviare* going to the front, won easily all the way. Time, 3m. 32s.

7.—THE CONSOLATION STAKES.—For all China Ponies not winners at this meeting. Catch Weights. Entrance \$5, with \$100 from the Fund. One round. (Twenty-four Entries.)

Gagne Petit, (Morgan) 1
Saint Swiftn, (Maitland) 2
Alarm, (Wood) 3

Nine ponies started and the result was a very good race. *Gagne Petit* soon went to the front and at the rack was well ahead keeping the lead and winning by two lengths. *Hard Lines* last. Time 2m. 11s.

8.—THE SHANGHAI CUP.—Value 100 guineas, presented by the Shanghai Community, for all Horses. To be handicapped by the Stewards immediately after the Race for the Fakki Cup. Entrance \$10. Two miles. (Seven Entries.)

Havannah, (Walker) 1
Dundas, (Meyer) 2
Pathfinder, (Wood) 3

At the fall of the flag <

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the principal place of destination.
Cargo will be received at the
P.M. of the day of the week.
Parcels until 3 P.M.
(Parcels are not received after 3 P.M.)
must be left at the office.
For Particulars of Rates and
Passage, apply to the Agent,
HONGKONG & SHANGHAI
OF PACKAGES & FREIGHTS
C. BERTH

PACIFIC
THROUGH U. S.
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Private Soldiers.

General Po
Hongkong, July



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Marseilles,
and Southampton;

Bombay, Madras, and Calcutta.
(With liberty to call at Cannanore, on the voyage from Galle to Bombay.)

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"CHINA" Captain STEWARD, with Her
Majesty's Mail, Passengers, Specie, and
Cargo, will leave this for the above places,
on TUESDAY, 23rd February, at 9 A.M.

PARCELS AND CARGO will be received
on board until Noon, and SPECIE until
4 P.M. on the 22nd February.

For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTENTS AND VALUE OF PARCELS
ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Egyptian Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading, or
with Parcels; and the Company do not hold
themselves responsible for any detention or
prejudice which may happen from incorrec-
ness on such declaration.

Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bill of Lading.

W. MACAULAY, Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, February 12, 1869.



NOTICE.
COMPAGNIE DES SERVICES MAR-
ITIMES DES MESSAGERIES
IMPERIALES.

PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ALEXANDRIA, MESSINA,
MARSEILLES.

BOMBAY, PONDICHERY, MADRAS,
and CALCUTTA.

THE Company's Steamship "CAMP-
HIDGE" Commandant DESFONDRAIS,
will leave this Port for the above places,
with MAILS, PASSENGERS, SPECIE,
and CARGO, on THURSDAY, the 25th In-
stant, at 2 P.M.

Cargo and Specie will be registered for
London as well as for Marseilles, and
accepted in transit through Marseilles for
the principal places of Europe.

Cargo will be received on board until 4
P.M. of the 24th Instant, Specie and
Parcels until 5 P.M. of the 24th Instant.
(Parcels are not to be sent on board; they
must be left at the Agency's Office.)

For Particulars regarding Freight and
Passage, apply at the Company's Office,
Hongkong. CONTENTS AND VALUE
OF PARCELS ARE REQUIRED.

C. BERTRAND, Principal Agent.



PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH U. S. MAIL LINE TO NEW YORK.
STEAMERS of this line will be despatch-
ed as follows:

Great Republic, February 19.
Japan, March 19.
China, April 19.
Great Republic, May 19.
Japan, June 19.
China, July 19.
Great Republic, August 19.

A Steamer will leave Shanghai on or
about same date, connecting at Yokohama
with above-named steamer.

Passengers ticketed through to California,
Mexico, Central and South America, the
Atlantic States, and to England or France,
both via New York and by lines from Pa-
nama and Aspinwall.

Return tickets issued at a reduction of
10% upon the whole amount for the round
voyage.

Connections are made at Panama with
Steam Lines upon the West Coast of Cen-
tral and South America, at Aspinwall with
the "Royal West India Mail Line," "West
India and Pacific Steamship Company,"
(Limited) and the "French Transatlantic
Company." And, at New York, with the
various lines to Europe. Tickets issued
for the following Steamship Lines: Cun-
ard, Inman, National, General Transat-
lantic Co., New York and Havre Steam-
ship Co., Hamburg and American Packet
Co., New York and Bremen Steamship
Co., and North German Lloyd's.

Favorable arrangements have been made
for through passengers and freight to Ame-
rica, from Calcutta, Penang and Singapore,
and from Swatow, Amoy and Rangoon.

Through Bills of Lading given for Ports
of Mexico and on the West Coast of Cen-
tral and South America to as far as Valpa-
raiso, to New York, Liverpool, Southampton
and St. Nazaire, France.

Freight to United States payable in ad-
vance in Mexican Dollars, or on delivery
in American Gold Coin with 8 per cent ad-
ditional, at shipper's option.

For further information, apply at the
Agency of the Company, Praya West,
at
GEO. F. BOWMAN, Agent.

It is hereby notified that, under the au-
thority of a Treasury Warrant dated the 1st
May last, Superintendent, or First-Class
Schoolmasters in the Army will, in future,
be entitled to the same privileges in regard
to Letters sent by or addressed to them or
to their own private affairs as are at present
enjoyed by Commissioned Officers in the
Army, and all Army Schoolmasters will be
entitled (as Army Schoolmasters of all
but the First-Class rank are) to the same
privileges, in regard to their Letters, as
enjoyed by non-commissioned Officers and
Private Soldiers.

F. W. MITCHELL,
Postmaster General,
General Post Office,
Hongkong, July 31, 1868.

Post-Office Notifications.

MAILS BY THE "CHINA."

The Contract Packet "CHINA" will
be dispatched with the usual Mails
Europe, &c., on TUESDAY, the
23rd February at 9 A.M., and the Post
Office will be open for the reception of
Ordinary Letters, Letters for Registra-
tion, Newspapers, Books, &c., until 8
P.M. on the 22nd Instant. Letters,
&c., may be posted in the night box
from 8 P.M. on the 22nd Instant until
7 A.M. on the following morning.

All Letters posted between 7 and 8 A.M.
on the 23rd Instant will be chargeable,
in addition to the usual postage, with
a Late Fee of 18 cents.

The latest time for posting Letters at this
Office is 8 A.M. and for Newspapers,
Books, or Patterns 7 A.M. on the 23rd
Instant.

Further, late letters (but Letters only) ad-
dressed to the United Kingdom via
Marseilles or to Singapore, may be
posted on board the Packet from 8.30
to 8.50 A.M. on payment of a late fee
of 48 cents each, in addition to the
postage, after which no Letters can be
received.

Sealed Boxes containing the correspondence
of Box Holders will be received at the
window set apart for the purpose, on the
East Side of the building.

All correspondence for places to which pre-
payment is compulsory must be prepaid
in Hongkong Postage Stamps.

Insufficiently-stamped Letters addressed to
the United Kingdom will be sent on,
charged with a fine of One Shilling in
addition to the postage.

Letters posted after 7 A.M. on the 23rd
Instant will not be forwarded unless the
Late Fee as well as the postage is
prepaid.

Letters insufficiently stamped or unstamped
addressed to places to which they cannot
be forwarded unpaid, will be open-
ed and returned to the writers as early
as possible, but no guarantee can be
given that such Letters, if posted after
8 P.M. on the 22nd Instant will be re-
turned until after the mail is closed.

Postage Stamps should be placed on the
upper right hand corner of the corre-
spondence, except in cases where they
may be used in payment of "Late Fees,"
when the Stamp or Stamps represent-
ing the late fee should be placed on the
lower left-hand corner.

All transactions in fractional parts of a Dol-
lar will be conducted in the Coins pre-
scribed by Ordinance 1, of 1864, and
the Proclamation of the 22nd January,
1864, and no other Coins, but those
therein specified will either be received
or given in change as fractional parts
of a Dollar.

Payment for Postage Stamps must be made
in the current Dollars of the Colony or
Bank Notes.

Money Orders on any of the Money Order
Offices in the United Kingdom will be
granted until 5 P.M. on the 22nd In-
stant.

F. W. MITCHELL,
Postmaster General,
General Post Office, Hongkong,
Hongkong, February 12, 1869.

1. It is hereby notified for general in-
formation that, the Contract between the
Government of Mauritius and the Union
Steamship Company, for the Conveyance
of Mails once a month between Ceylon and
Mauritius, and between Mauritius and
Natal, having terminated, the correspon-
dence for Mauritius will be forwarded from
this Office in the Mail for Aden, from
whence it will be sent to its destination by
the French Mail Packets leaving Aden for
Reunion and Mauritius on the 23rd of each
Month.

2. No alteration has been made in the
rates of Postage on correspondence ad-
dressed to Mauritius.

3. As the communication with Natal and
the Cape of Good Hope is thus cut off, the
correspondence for those Colonies, unless
marked to be forwarded by Private Ship,
will, in future, be sent in the Mails for
London at the following rates of Postage,
which must be paid in advance, viz:—

Upon Letters sent by way
of Southampton, 46 cents each 1 oz.
When sent by way of
Marseilles, 64 " " "
Newspaper via South-
ampton, 4 " " "
Newspaper via Marseil-
les, 6 " " "

Book Packets via South-
ampton, 10 " " " under 4
oz.; 20 cents, above 4 oz. and not ex-
ceeding 8 oz.; and 20 cents for every
additional 8 oz.

Book Packets via Marseilles, 14 cents
under 4 oz.; 28 cents above 4 oz. and not
exceeding 8 oz.; and 28 cents for every
additional 8 ounces.

F. W. MITCHELL,
Postmaster General,
General Post Office, Hongkong,
9th September, 1868.

It is hereby notified for general infor-
mation that henceforward closed mails for
the United Kingdom will be made up at this
Office and forwarded to London by the Uni-
ted States Mail Packets via San Francisco.
Correspondence intended to be forwarded
by this route must be addressed via "San
Francisco."

Letters, Newspapers, Books and Patterns,
will be liable to the same rates of postage
as those sent by the British Mail Packets
via Southampton viz:—

For Letters, 24 cents per half-ounce.
For each Newspaper not exceeding 4
ounces, 4 cents.
For a packet of Books or Patterns, 8 cents
per 4 ounces.

The Postage must in all cases be paid in
advance; correspondence not fully prepaid
will be sent via Suez.

F. W. MITCHELL,
Postmaster General,
General Post Office,
Hongkong February 1, 1869.

It is hereby notified that, under the pro-
visions of a Treasury Warrant dated the 1st
May last, Superintendent, or First-Class
Schoolmasters in the Army will, in future,
be entitled to the same privileges in regard
to Letters sent by or addressed to them or
to their own private affairs as are at present
enjoyed by Commissioned Officers in the
Army, and all Army Schoolmasters will be
entitled (as Army Schoolmasters of all
but the First-Class rank are) to the same
privileges, in regard to their Letters, as
enjoyed by non-commissioned Officers and
Private Soldiers.

F. W. MITCHELL,
Postmaster General,
General Post Office,
Hongkong, July 15, 1868.

Docks.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

SHAREHOLDERS are requested to take
notice that the Eight call of Fifty
Dollars on the new Stock of the above
named Company is due on the 1st March
next and will be payable at the office of
the HONGKONG AND SHANGHAI BANKING
CORPORATION, where receipts for the pay-
ment thereof will be granted by the Man-
ager.

Interest at the rate of Twelve per cent
per annum will be charged after the above
date.

By order of the Board of Directors,
GEORGE N. MINTO,
Secretary,
Hongkong, December 1, 1868.

FOOCHOW GRANITE FLOORED
DOCK.

THE above Dock has been in full working
order for the last four years. Length
300 feet, width at bottom 40 feet, depth of
water on the sill, springs, average 17 feet,
nearly 14 feet. The Dock in ordinary Tides
runs dry to the Blocks and is pumped out
by Steam.

For further particulars as to the price of
coppering, &c., &c., apply to
T. D. TILSON, Esq., Messrs De Sil-
ver & Co., Hongkong; Messrs Boyd & Co.,
Shanghai; or to the Undersigned.

In connection with the above is the
powerful Twin Screw Tug "WOOSUNG,"
Vessels requiring the services of this Tug
either from Matsou (where a splendid an-
chorage will be found during the S. W.
monsoon) or from the White Dogs, can
obtain them at moderate rates, on application
to

JOHN C. SKEY,
Manager,
Pagoda Anchorage, River Min.

THE UNION DOCK COMPANY OF
HONGKONG & WHAMPOA, LIMITED.

THE Company respectfully call the at-
tention of Ship Owners, Consig-
nees and Masters of Vessels, to their Es-
tablishment at Hongkong and Whampoa,
for the DOCKING and REPAIRING of Ves-
sels of all classes.

At Hongkong the Company have the
only Dock in the harbour, a Granite
Dock, solidly built, and of dimensions to
admit Ships of 350 feet in length, and
drawing 22 feet of water.

Attached to it there are Shipwrights,
Blacksmiths, Boiler-makers and Machinery
makers, and everything necessary for the
Repairs of Sailing Vessels or Steamers.

The Company have also opened a Ship-
yard by the side of the Hongkong Dock,
and are ready to contract for the construc-
tion of Steamers or Sailing Vessels of any
size.

At Whampoa the Company have four
Docks, in which they will take Ships at
reduced rates.

The Steam Tug "LITTLE ORPHAN"
can be engaged to tow Vessels to sea, or
berth them, at reasonable rates.

For particulars, apply to
JOHN INGLIS,
Acting Secretary.

Or to
A. D. MITCHELL,
Manager of Works,
Company's Office, H. Kong Hotel Building,
Hongkong, October 10, 1868.

INSURANCES.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Polices against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matched, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information apply to
ARNOLD KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

LANCASHIRE INSURANCE
COMPANY.

NOTICE.

FROM and after this date the following
Rates will be charged on short period
Insurances, viz:—

Not exceeding one month, 1/2 of the Annual Rate.
Above 1 month and not exceeding three months, 2/3 " " "
Above 3 months and not exceeding six months, 3/4 " " "
Above 6 months, The full Annual Rate.

ARNOLD KARBURG & Co.,
Agents, Lancashire Insurance Company,
Hongkong, April 14, 1868.

ALBERT LIFE ASSURANCE
COMPANY.

ESTABLISHED 1838.

CAPITAL, £500,000.

Managing Agents in China, — Messrs.
AUGUSTINE HEARD & Co., Hongkong.
Medical Referees, — J. IVOR MURRAY,
Esq., M.D.

THE Undersigned having been appointed
Managing Agents for the above Com-
pny are prepared to accept risks and issue
Polices on Life Assurances.

For further particulars, forms of pro-
posals, &c., apply to
AUGUSTINE HEARD & Co.,
Managing Agents in China.
Hongkong, June, 1867.

LONDON AND PROVINCIAL MARINE
INSURANCE COMPANY.

THE Undersigned having been appointed
Agents in Hongkong for the above
Company, are prepared to grant Marine
Risks at current rates.

AUGUSTINE HEARD & Co.,
Hongkong, March 6, 1868.

INSURANCES.

JOEAN MARINE INSURANCE
COMPANY.

LONDON.
Incorporated 1859.

CAPITAL, —£1,000,000.

THE Undersigned having been appointed
Agents for the above Company are pre-
pared to accept Marine risks and issue
Polices at current rates.

AUGUSTINE HEARD & Co.,
Hongkong, June 6, 1867.

PHENIX FIRE INSURANCE
COMPANY.

LIVERPOOL, AND LONDON & GLOBE
INSURANCE COMPANIES.

THE Undersigned having been appointed
Agents of the above Companies at this
Port, are prepared to grant Policies against
Fire to the extent of £40,000 on Buildings,
or on Goods stored therein.

DOUGLAS LAFRAIK & Co.,
Hongkong, September 28, 1868.

NORTH CHINA INSURANCE Co.

THE Undersigned, having been appointed
Agents for the above Company at the
Ports of Tientsin and Kaitum, are pre-
pared to Grant Policies of MARINE INSURANCE
at current rates.

DODD & Co.,
Tientsin, 10th August, 1868.

IMPERIAL FIRE INSURANCE
COMPANY.

THE Undersigned having been appointed
Agents for the above Company at this
Port, are prepared to grant Policies against
Fire to the extent of £80,000 on Buildings,
or on Goods stored therein.

GIBB, LIVINGSTON & Co.,
Hongkong, August 24, 1864.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following
Rates will be charged for Short Period
Insurances, viz:—

Not exceeding 1 month, 1/2 of the annual rate.
Above 1 month and not exceeding 3 months, 2/3 " " "
Above 3 months and not exceeding 6 months, 3/4 " " "
Above 6 months, The full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company,
Hongkong, April 7, 1868.

IMPERIAL FIRE INSURANCE
COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice, the following An-
nuual Rates will be charged for Fire
Insurance, viz:—

Detached and Semi-detached
Dwelling Houses removed
from the Town, and their
Contents, 1/2 per cent.

Other Dwelling Houses used
strictly as such, and their
Contents, 1/2 per cent.

Godowns, Offices, Shops, &c.,
and

VESSELS LOADING.

Miscellaneous.

C. CHARLES A. SAINT has on sale
Score BOOKS
 FOR RIFLE PRACTICE,
 as used at the WIMBLEDON RIFLE
 MEETINGS.)
 CONTAINING:-
 LIST OF OFFICE BEARERS, PRESIDENT AND
 'COMMITTEE', LIST OF MEMBERS, 'RULES
 OF THE ASSOCIATION, BYE-LAWS, INSTRUCTIONS
 FOR REGISTER KEEPER, AND TARGET
 REGISTERS.
 PRICE, 50 cents each
 Suitable for the waistcoat pocket.

THE
CHINESE COMMERCIAL
GUIDE.
By S. WELLS WILLIAMS, L.L.D.
—
Published at the "CHINA MAIL" Office,
Hongkong.
—
638 PP. DEMY 8VO. WITH APPENDIX.
FIFTH EDITION, 1863.
Price, \$5.
Original Publishing Price, Ten Dollars.

The following is an Abstract of the Contents of this Book:—

Destination.	Vessel's Name.	Flag & Reg.	Consignees.	
CHINA & JAPAN PORTS—				
TIENTSIN	Atlantic	N. G. bk	Carlowitz & Co	
Do.	Martha	N. G. bk	Melcher & Co	
Do.	Louisa	Dan. bk.		
YOKOHAMA	Yolan	N. G. str	E. Schellhass & Co	
Do.	Sakura	Br. str.	Russell & Co	
Do.	Lahloo	Br. sh.	Hogg & Co	
NAGASAKI	Catharina	N. G. bk	Bourjau, Hubener & Co	
OTHER PORTS—				
Y. HAMA & S. F. CICO	Great Republic	Am. str.	Pacific Mail S. S. Co	19th
EUROPE	S. Nicholson	Br. str.	Douglas Lastrape & Co	
SAN FRANCISCO.	Douglass	Br. sh.	Bosman & Co	
Do.	F. A. Palmer	Br. inh.	A. Heard & Co	
Do.	Shirley	Am. sh.	Russell & Co	
MELBOURNE & SYDNEY	C. H. Andrews	Br. bk.	Rozario & Co	
HONGKAY &—(Mails)	China	Br. str.	P. & O. Co	
SINGAPORE & BOMBAY	Californian	Br. str.	Turner & Co	
SINGAPORE	Madagascar	Asia. bk.	Melchers & Co	
CALCUTTA, &c.	Lightning	Br. str.	Jardine, M. & Co	20th
Do.	R. Rickmers	Br. str.	Gibb; Livingston & Co	20th
SAIGON	Constance	N. G. bk	Arnhold, Karberg & Co	
MANILA	Chamuel Quinten	Sp. bk.	Walace & Co	
Do.	Oley	Br. sh.	Hillman & Co	
Do.	Cassidy	Br. sh.	Hornee Company	
Do.	S. H. Havelock	Br. bk.	Ray & Co	

<i>Name.</i>	<i>Flag.</i>	<i>Rig.</i>	<i>Cons.</i>	<i>Tons.</i>	<i>Captain.</i>
Adventure	British	steamer	2	1704	Hy. J. Raby, V.E. Capt.
Algerine,	British	gun-boat	3	299	H. R. O. Grey, R.N., Lieut.
Bouncer	British	gun-boat	3	230	Rodney Lloyd, Lt. O.
Flamer	British	naval hospital	—	230	Attached to Melville
Grasshopper	British	gun-boat	3	230	In ordinary.
Iroquois	U. States.	steam-sloop	6	1000	Earl English
Janus	British	gun-boat	—	167	Leicester C. Keppel
Meeanee	British	Military Hospital	—	2591	Hospital ship
Melville	British	naval hospital	—	Geo. B. Hill, D.I.G.
Persous	British	steam sloop	17	955	O. J. Stevens
Princess Charlotte	British	receiving ship	14	2443	Commodore Oliver J. Jones
Piscataqua	U. States.	steam-sloop	—	3177	—, Ammen
Rinaldo	British	steamer	—	Lord C. Scott
Sylvia	British	steamer	—	Brooker

An-lan	Chinese	gun-vessel	7	221	Godsill
Chen-to	Chinese	gun-vessel	7	221	Edwards
Ching-tsing	Chinese	gun-boat	4	Bernard
Chin-hai	Chinese	gun-boat	6	Deinés
Fai-loong	Chinese	gun-boat	5	Francis
Spy	Chinese	Customs' Lorchin	3	Pointer
Sut-tsing	Chinese	gun-boat	5	180	Stewart
Tien-po	Chinese	gun-boat	6	de Longueville

RIVER STEAMERS.				
Vessel	Flag.	Tons.	Captain.	Owners or Agents.
Dragon	British			P. & O. S. N. Co
Fame, (110 h. power)	Do.	117	Stephenson	H. & W. Dock Company's Tug
Fire Dart	Do.	380		H., C. and M. Steam-boat Co. pan
Kin Shan	Do.	468	Benning	H., C. & M. Steam-boat Co.
Kiu Kiang	Do.	617		H., C. & M. Steam-boat Co.
Lintin	Do.	69		Acheong
Little Orphan	Do.	46	Benning	Union Dock Company's Tug.
Poyang	Do.	379	Cary	H., C. and M. Steam-boat Co. pan
Prince Albert	Do.	180		Q. Acheong
Sir J. Jeejeebhoy	Do.	101		Q. Acheong
Spark	Amer.	140	Wilson	Thomas Hunt & Co
Spec	Do.		Graves	Thomas Hunt & Co
White Cloud	British	280	Carrol	H., O. and M. Steam-boat Co. pan

<i>Name.</i>	<i>Flag.</i>	<i>Rig.</i>	<i>Tons.</i>	<i>Captain.</i>	<i>Owner.</i>
Chase	P. M.	283	Mason	Harbour Master (Gunpowder)	
Fort William	British	1000	Townsend	P. & O. S. N. Co	
John Adam	ship	318	Dunnis, Daly	Water Police	
Kim Joe Hong	barque	268			

啟者本館承印各行門票告白等項刷印唐字另具一紙以備唐人閱看如有賜顧者每五十個字價銀半員每多六一字一仙土此第一月船等之如欲再印價銀減半
 先地印字館啟
 日後唐字刷印者多將紙幅增廣又啟
 亞茲者末士或架巴刺參公
 味司在本港辦理亞味啟布
 啟爐保公司之事出保單保
 布第壹等駛風船火輪船照
 爐常價銀其填補項可在中
 保華新加坡加利吉打望買
 險倫嶼等支交待此聲明
 公癸亥年八月廿六日
 司或架巴刺參公司啟
 英二月十號
 架路滑治公司啟
 往二枝半梳駛風船
 一隻名密地刺早
 日楊帆往橫嶼大
 橫埠貴客附貨物或
 搭船請到本行面
 議必妥
 檳

<i>Vessel's Name.</i>	<i>Captain.</i>	<i>Flag & Rig.</i>	<i>Tons.</i>	<i>Date of Arrival.</i>	<i>Consignees or Agents.</i>	<i>Destination.</i>	<i>Intended Despatch.</i>
Arthur	Crosby	Amer. bk.	250	January 25	Russell & Co		
Cambodge	Desfaudais	Frch. str.	1632	Feb.	5 Messageries Impetiales		
China *	Moller	N. Ger. str.	643	Feb.	14 Siemssen & Co	Saigon, Suex, &c.	
Columbia	Bahreind	N. Ger. bk.	226	Feb.	18 Wm. Pustan & Co	Shanghai	
Ching Tung	Pitman	Brit. str.	428	Feb.	3 Douglas Laiprak & Co		
Conia		Dan. bk.	227	Feb.	4		
Madura	Schuehagen	N. Ger. bk.	450	Feb.	3 Siemssen & Co	Tientsin	
* At Canton.							

APPENDIX.—Containing Sailing Directions for the Coast of China, and for the Japan Islands ; also giving the meanings of Chinese Words occurring in Charts and Sailing Directions ; and also a Table of Positions of places on the Chinese and Japanese Coasts.

The author in his Preface says :—"The tables in Chap. VII.; for estimating prices, measurement of goods, exchanges, &c. have been selected from those constantly in use among the foreign merchants in China. Those for calculating the prices of tea in dollars or pence have been copied from the more extended tables by the kind permission of the author, P. T. Macreux, Esq. The last section of the same chapter—"Movements in Bullion," has been prepared and furnished for the Guide by Patrick R. Harper, Esq., of the Commercial Bank of India at Hongkong, who has had much experience in the exchanges and movements of the precious metals in Eastern Asia.

The Appendix of Sailing Directions has been reprinted from the "China Pilot." With short interruptions, the coasts from Singapore to Hakodadi are all described in it ; and for the Chinese coasts the Directions have been improved by the insertion of the Chinese characters for the names of all places that could be ascertained."

Orders may be sent through any of the *China Mail Agents*, or direct to

CHARLES A. SAINT,
(Late A. Shortland & Co.)
China Mail Office, Jan. 8, 1868.